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John R. Cooper
TRANSPORTATION DIRECTOR

July 20, 2011

The Honorable Jerry Newton
Mayor, City of Grove Hill
P.O. Box 847
Grove Hill, Alabama 36451

**Subject: Annual Inspection Report
Grove Hill Municipal Airport**

Dear Mayor Newton:

An inspection of the Grove Hill Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on July 6, 2011. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the airport. As noted in the report, the airport **does not** meet the requirements for the issuance of an operating license. The operating license for the airport is being withheld pending the required actions necessary to correct the safety deficiencies. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

Once the safety issues have been corrected, you may contact the Aeronautics Bureau to schedule a re-inspection.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,


John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

JULY 6, 2011



ANNUAL INSPECTION REPORT



GROVE HILL MUNICIPAL AIRPORT

GROVE HILL, ALABAMA

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AIRPORT SAFETY SELF-INSPECTION CHECKLIST	

Annual Inspection Report Grove Hill Airport Grove Hill, Alabama

July 6, 2011

Introduction:

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Grove Hill Municipal Airport was conducted by Mr. Kline Jeffcoat of the Alabama Department of Transportation Aeronautics Bureau on July 6, 2011.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

Inspection Methodology:

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

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License Status:

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on July 6, 2011, it was determined that the airport **does not meet** the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths Administrative Code 450-9-1-.12(1) (See Appendix 1)

State Licensing Standards:

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement (See Appendix 2).
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results:

- Runway 31 – Brush identified as Brush # 1 - # 8 and Tree # 10 obstruct the ALDOT 20:1 approach/departure path from the displaced threshold (See Photo # 1, and Appendix 2).
- Runway 13 – Trees identified as Tree # 12 and Tree # 13 obstruct the ALDOT 20:1 approach/departure path (See Photo # 2 and Appendix 3).

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Photo # 1 – Runway 31 Obstructions

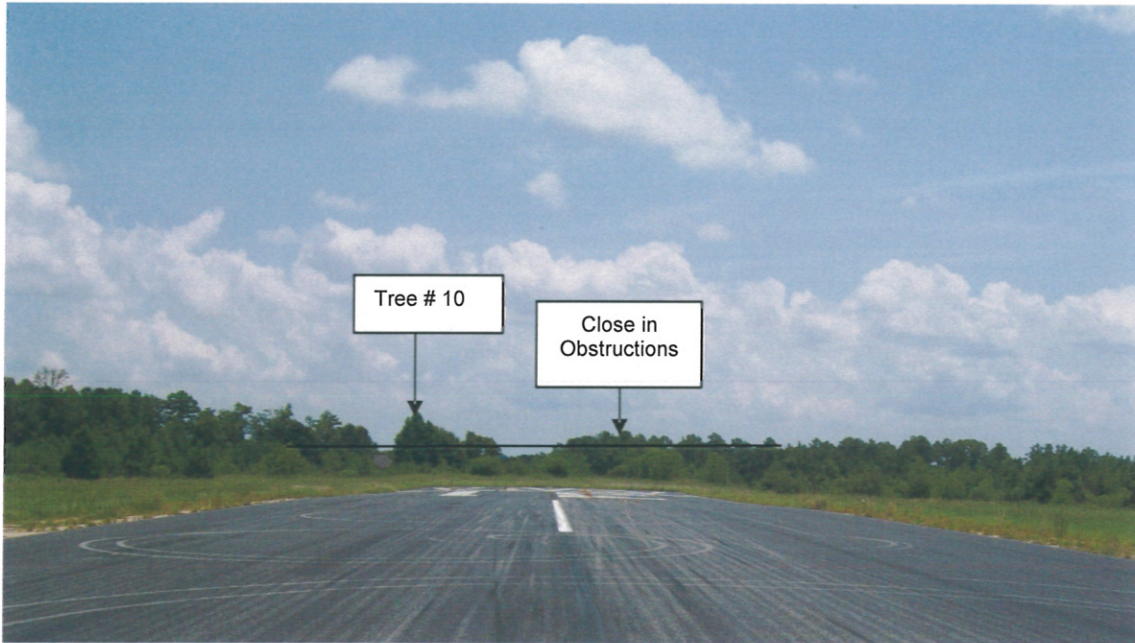
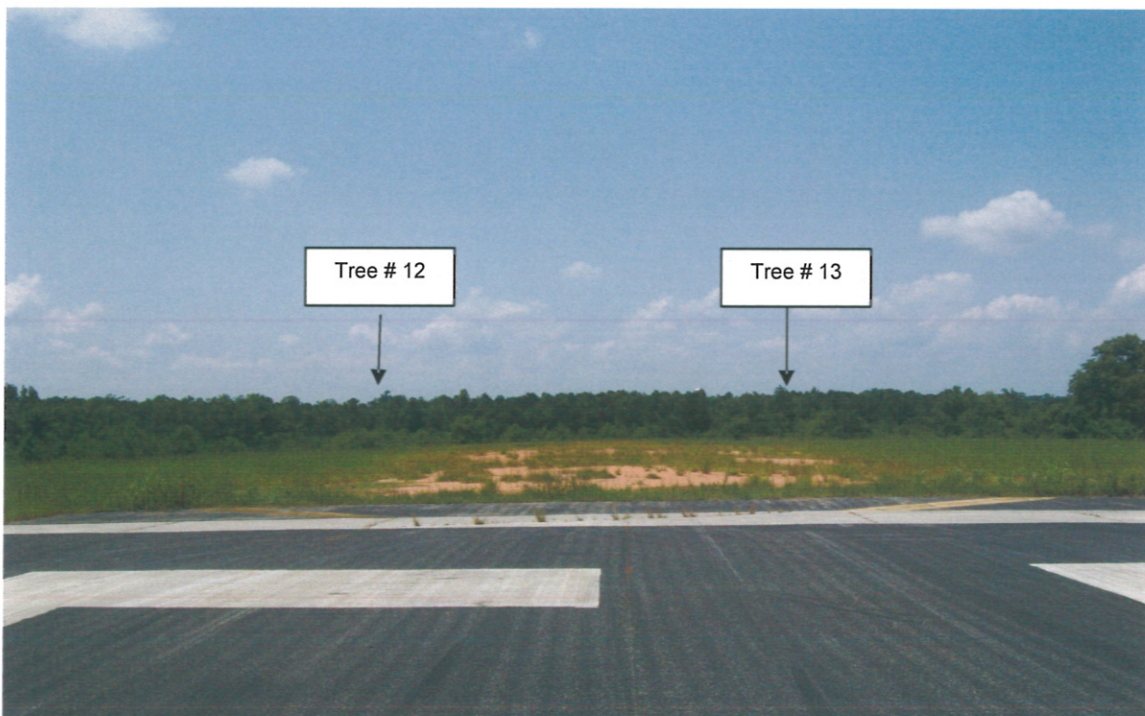


Photo # 2 – Runway 13 Obstructions



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Action Required:

- Remove all obstructions.

2. Primary Surface Administrative Code 450-9-1-.12(2)

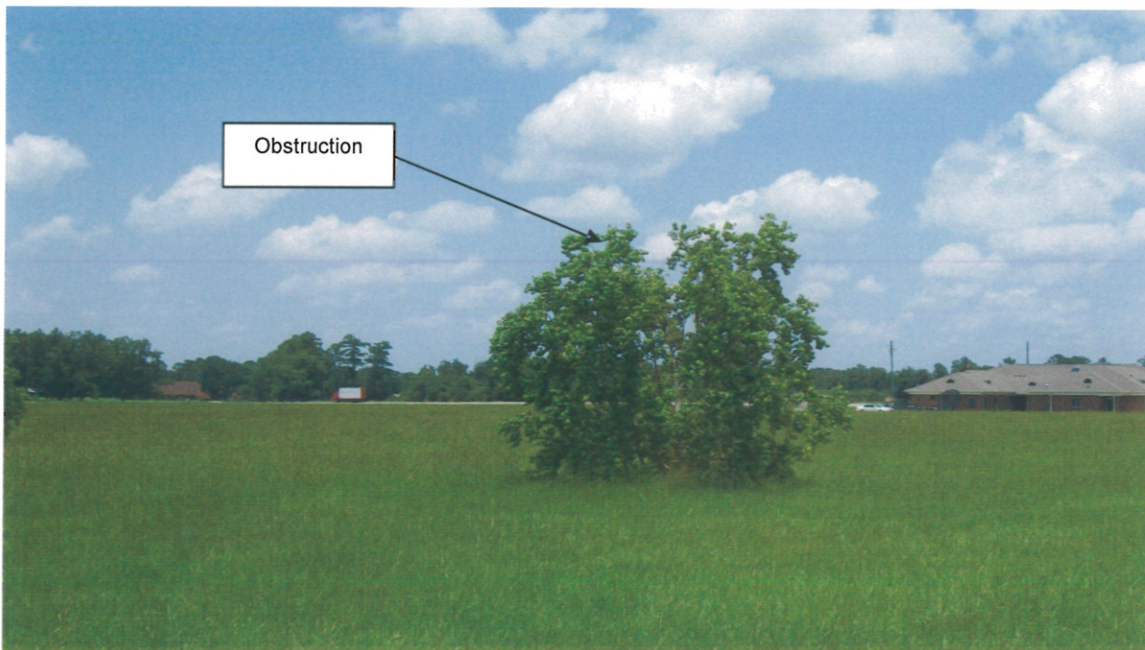
State Licensing Standards:

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results:

- The primary surface on the north side of the runway is obstructed by a small tree growing within 125' of the runway centerline. (See Photo # 3).

Photo # 3 – Primary Surface Obstruction



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Action Required:

- Remove obstruction.

3. Runway Safety Area Administrative Code 450-9-1-.12(3)

State Licensing Standards:

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results:

- Runway 31's safety area is obstructed by brush described in Section 1 (See Photo # 4 and Appendix 2).

Photo # 4 – Safety Area Obstructions



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Action Required:

- Remove Obstructions.

4. Airport Markings **Administrative Code 450-9-1-.12(4)**

State Licensing Standards:

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

Inspection Results:

- The airport markings are in good condition (See Photo # 5).

Photo # 5 – Basic Markings Rwy 13



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**5. Wind Direction Indicator
Administrative Code 450-9-1-.12(5)**

State Licensing Standards:

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results:

- The wind direction indicator (wind cone) is operational; however the fabric is torn (See Photo # 6).

Photo # 6 – Wind Cone



Maintenance Required:

- Wind cone fabric must be replaced.

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6. Airport Lighting Administrative Code 450-9-1-.12(6)

State Licensing Standards:

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results

- The airport is limited to day VFR operations only. The Federal Aviation Administration's Airport Facility Directory lists Grove Hill Municipal as an unlighted airport.

7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)

State Licensing Standards:

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results:

- The airport pavement surfaces are in good condition; however there is moderate raveling and some paving joint cracks with vegetation evident.

Maintenance Required:

- Eradicate the vegetation, clean and seal the cracks.

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**8. Fueling Area Requirements
Administrative Code 450-9-1-.12(8)**

State Licensing Standards:

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results:

- No fuel service.

**9. Prohibited Activities
Administrative Code 450-9-1-.16**

State Licensing Standards:

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results:

- There is evidence of unauthorized vehicle traffic on runway surfaces (See Photo # 7).

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Photo # 7 – Unauthorized Vehicle Traffic



Maintenance Required:

- Unauthorized access might be controlled through signage and routine police and/or sheriff's patrol.

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Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path	Violation	Remove obstructions
Primary Surface	Violation	Remove obstruction
Runway Safety Area	Violation	Remove obstructions
Wind Direction Indicator	Maintenance	Replace wind cone fabric
Runway Surfaces	Maintenance	Clean and seal cracks
Prohibited Activities	Maintenance	Control unauthorized access

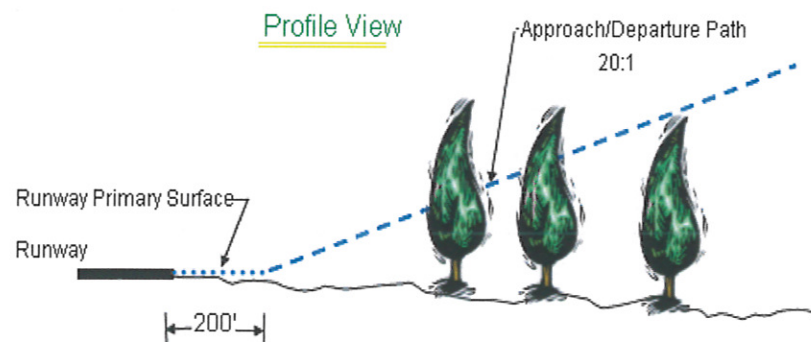
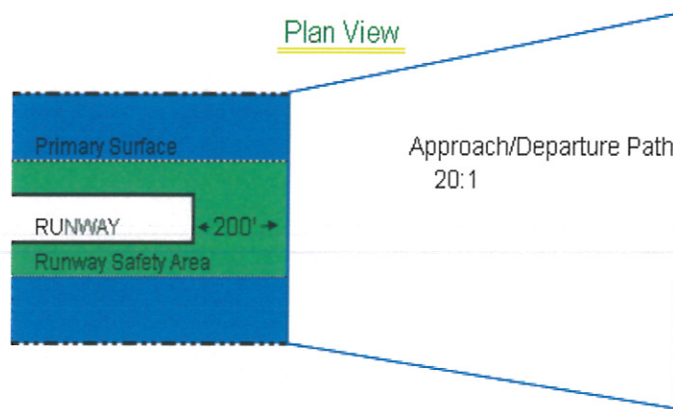
Included with this report is an airport safety self-inspection checklist. This checklist is taken from FAA Advisory Circular (AC) 150/5200-18C and should be used in accordance with this AC to develop your own self-inspection program.

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			

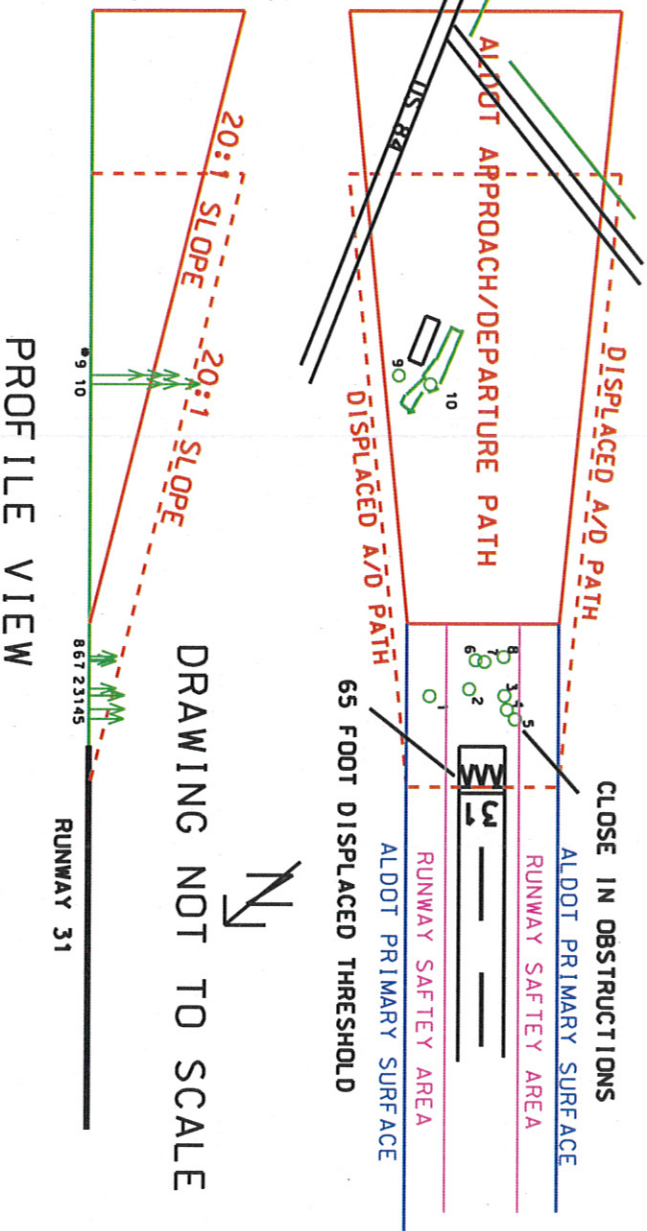


APPENDIX 1

GROVE HILL MUNICIPAL AIRPORT JULY 6, 2011

REQUIREMENTS FOR STATE AIRPORT LICESE RUNWAY 31

1. BRUSH - CLOSE IN OBSTRUCTION
 2. BRUSH - CLOSE IN OBSTRUCTION
 3. BRUSH - CLOSE IN OBSTRUCTION
 4. BRUSH - CLOSE IN OBSTRUCTION
 5. BRUSH - CLOSE IN OBSTRUCTION
 6. BRUSH - CLOSE IN OBSTRUCTION
 7. BRUSH - CLOSE IN OBSTRUCTION
 8. BRUSH - CLOSE IN OBSTRUCTION
 9. TREE - 29' ABOVE RUNWAY END
695' FROM DISPLACED THRESHOLD
141' RIGHT OF CENTERLINE
23:1 OBSTRUCTION CLEARANCE SLOPE
 10. TREE - 36' ABOVE RUNWAY END
672' FROM DISPLACED THRESHOLD
89' RIGHT OF CENTERLINE
18:1 OBSTRUCTION CLEARANCE SLOPE
- * NOT AN ALDOT OBSTRUCTION
- NOTE: THIS SKETCH IS PROVIDED FOR
INFORMATIONAL PURPOSES ONLY
AND SHOULD NOT BE USED FOR
ANY OTHER PURPOSE.

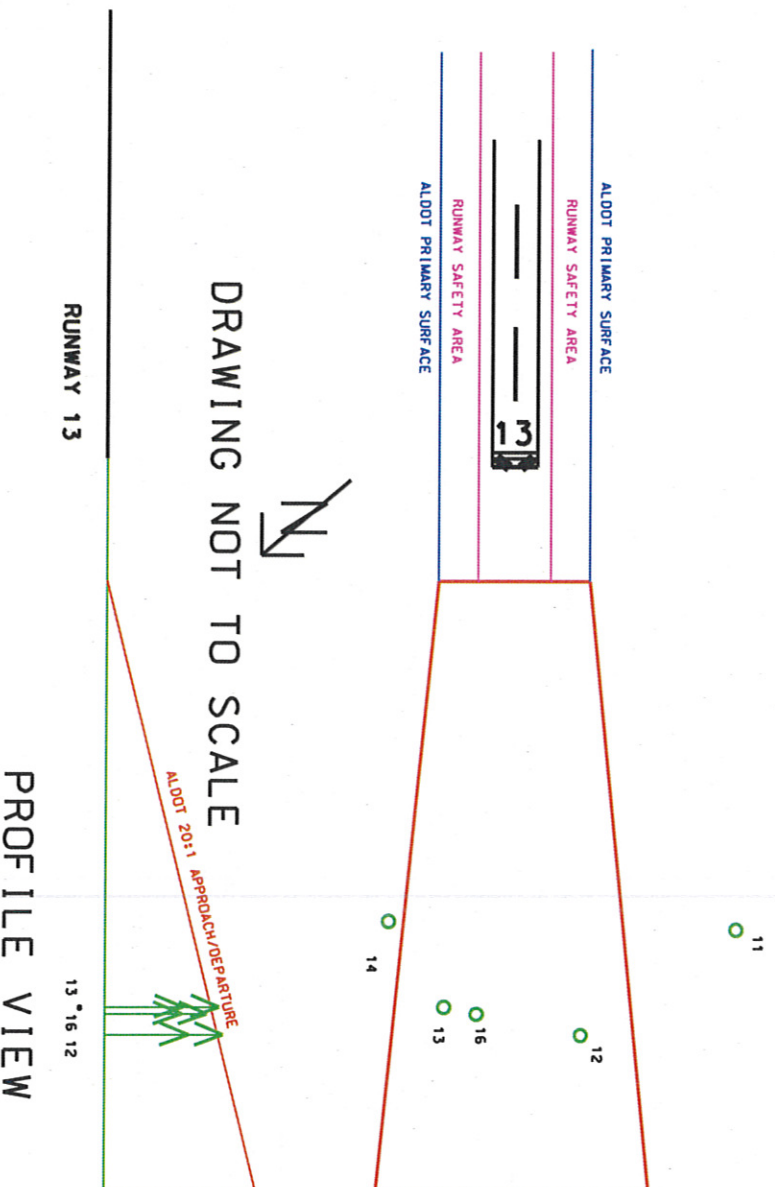


GROVE HILL MUNICIPAL AIRPORT

JULY 6, 2011

REQUIREMENTS FOR STATE AIRPORT LICENSE

RUNWAY 13



DRAWING NOT TO SCALE

PROFILE VIEW

* NOT AN ALDOT OBSTRUCTION

- 12. TREE - 39' ABOVE RUNWAY END
966' FROM RUNWAY END
112' RIGHT OF CENTERLINE
19:1 OBSTRUCTION CLEARANCE SLOPE
- 13. TREE - 38' ABOVE RUNWAY END
903' FROM RUNWAY END
114' RIGHT OF CENTERLINE
8:1 OBSTRUCTION CLEARANCE SLOPE
- 16. TREE - 33.6' ABOVE RUNWAY END
909' FROM RUNWAY END
60' RIGHT OF CENTERLINE
21:1 OBSTRUCTION CLEARANCE SLOPE

NOTE: THIS SKETCH IS PROVIDED FOR
INFORMATIONAL PURPOSES ONLY
AND SHOULD NOT BE USED FOR
ANY OTHER PURPOSE.